

## CLAIMS

1. (Currently Amended) Short change gear, in particular for motor vehicles, comprising:
  - at least a first input shaft;
  - a second input shaft
  - a first output shaft;
  - a second output shaft;
  - a drive shaft that is in torque transmitting connection with the first and second output shafts;
  - a first group of gear sets comprising at least one first gear set;
  - a second group of gear sets comprising at least one second gear set and being radially offset with respect to the first group of gear sets;
  - an intermediate shaft;
  - a first gear section in which the first input shaft is connectable with the first output shaft by means of the first group of gear sets;
  - a second gear section in which the intermediate shaft is connectable to the second output shaft by means of the second group of gear sets;
  - wherein the intermediate shaft is in gearing connection with the first-second input shaft.;
2. (Previously Amended twice) The short change gear of claim 1 further comprising:
  - a first drive pinion provided on the first output shaft;
  - a second drive pinion provided on the second output shaft;
  - wherein a plane in which the intermediate shaft being is in gearing connection with the first-second input shaft as well as,
  - wherein the first and second drive pinions are positioned in one and the same plane.
3. (Original) The short change gear of claim 1 wherein the second gear section comprises the second group of gear sets, at least one of these gear sets being positioned in front and at least one of these gear sets being positioned behind the gearing connection of the

intermediate shaft to the second input shaft when viewed in either one of the 2 longitudinal directions of the intermediate shaft.

4. (Original) The short change gear of claim 1 wherein the number of second gear sets in the second gear section is at least as high as the number of first gear sets in the first gear section.

5. (Cancelled) The short change gear of claim 1 further comprising:

— a clutch adapted to connect the first input shaft with a motor shaft,  
— wherein the first input shaft is connectable to the first output shaft and is connected by means of the gearing connection with the intermediate shaft.

6. (Previously Amended twice) The short change gear of claim 1 further comprising:

loose wheels being part of the first and second gear sets; and  
mutual synchronizing mechanisms;  
wherein the loose wheels of the gear sets in the gear sections are shifted by means of the mutual synchronizing mechanisms and the gear sets relate to consecutive forward gears.

7. (Cancelled) The short change gear of claim 1 wherein the first gear section comprises the gear sets for the 5<sup>th</sup> and the 6<sup>th</sup> gear, while the second gear section comprises the gear sets for the 1st to the 4<sup>th</sup> gear.

8. (Cancelled) The short change gear of claim 7 further comprising:

a reverse gear set in the first gear section, said reverse gear set comprising:  
— a fixed wheel;  
— a loose wheel;  
— an intermediate wheel; and  
— a shaft bearing the intermediate wheel.

9. (Cancelled) The short change gear of claim 1 further comprising:  
—  
— a clutch at one end of the first input shaft;  
wherein the gearing connection is located on the first input shaft spaced apart from that end of the first input shaft where the clutch is provided.

10. (Currently Amended) The short change gear of claim 1 further comprising:

a first clutch;

a second clutch;

~~a second input shaft;~~

— wherein a motor shaft is connectable by means of the first clutch with the first input shaft that is connectable with the first output shaft; and

wherein the motor shaft is connectable by means of the second clutch with the second input shaft that is positioned in coaxial relation to the first input shaft, and said second input shaft is connected to the intermediate shaft by means of the gearing connection.

11. (Original) The short change gear of claim 10 wherein the first gear section does not comprise any gear sets for even-numbered forward gears and the second gear section does not comprise any gear sets for odd-numbered forward gears.

12. (Original) The short change gear of claim 10 wherein the first gear section does not comprise any gear sets for odd-numbered forward gears and the second gear section does not comprise any gear sets for even-numbered forward gears.

13. (Original) The short change gear of claim 10 wherein the first gear section comprises the gear sets for the 2<sup>nd</sup>, 4<sup>th</sup> and 6<sup>th</sup> gear, and the second gear section comprises the gear sets for the 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> gear.

14. (Original) The short change gear of claim 10 further comprising  
a fixed wheel;  
a loose wheel;  
an intermediate wheel rotatably borne on a shaft;  
wherein the second gear section comprises a gear set for the reverse gear in  
which the fixed wheel is connected to the loose wheel by means of the  
intermediate wheel.
15. (Original) The short change gear of claim 1 further comprising:  
a pump shaft connected to a motor shaft and provided coaxially and within the  
first input shaft that is designed as a hollow shaft.
16. (Currently Amended) The short change gear of claim 1 wherein the gearing  
connection between the intermediate shaft and the first-second input shaft comprises  
gears on both shafts and an intermediate gear.
17. (Cancelled) The short change gear of claim 1 wherein the gearing connection between  
the intermediate shaft and the first input shaft comprises a chain drive.
18. (Currently Amended) Use of the change gear of claim 105 as a manual change gear  
for motor vehicles.
19. (Currently Amended) Use of the change gear of claim 105 as an automatic change  
gear for motor vehicles.
20. (Currently Amended) Use of the change gear of claim 105 as a power shift gear for  
motor vehicles.
21. (Original) Use of the change gear of claim 1 as a change gear installed in lengthwise  
orientation in a motor vehicle.

22. (Original) Use of the change gear of claim 1 as a change gear installed in transverse orientation in a motor vehicle.